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Canton, 6th February, 1904.

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HARD FELT HATS. SOFT FELT HATS.

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IRISH WHISKEY.

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John's Lane Distillery, to be Whiskey Distillers to His Majesty in Ireland.
The famous distillery, the character of the products of which has now received,
Royal recognition, was established in 1791.—*Irish Daily Independent*, 24th
Dec., 1903.

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Hongkong, 3rd February, 1904.

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SUITE of THREE ROOMS with Verandah
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Comfortably Furnished and fitted out with
Electric Lights and Fan, with Two Bathrooms,
Kitchen and Servants' Quarters.

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Hongkong, 10th February, 1904.

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Elegantly Furnished Reading, Drawing
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Dining Accommodation for 300 persons,
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Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms,
Electric Lighting and Electric Fans, if
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Hot and Cold Water throughout.

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H. HAYNES,

Manager.

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FROM THE TRAMWAY TERMINUS

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PUNNETT'S GAP, The PEAK, near the
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Tel. 56.

For Terms, apply to the

Hongkong, 2nd July, 1900.

MANAGER.

250

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans, if
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Electric Passenger Elevator to each floor.

Table D'Hôte at

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WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

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Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE GOLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, as often experienced in the cold weather here.

A. S. WATSON & CO. LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

MARRIAGE.

On the 31st December, 1903, at All Souls' Langham Place, W., by the Right Reverend the Lord Bishop of Southwark, assisted by the Rev. R. W. Carey Hunt, vicar of St. Giles' Reading, Arthur Francis, second son of the late George Nunn Thomas, of Landford, Wilts, and of Mrs. Thomas, of Landford, to Doris Grace (Daughter), eldest daughter of William Richard Loxley and Mrs. Loxley, of Sedgell, Reading, late of Hongkong.

DEATHS.

On the 1st February, at Kinking Frederick William Collins, of the Chinese Customs Service, aged 44 years.

On the 6th of February, 1904, at the General Hospital, Shanghai, Margaret Sellick, the beloved wife of Stephen Sellick, aged 25 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 12th FEBRUARY, 1904

PERHAPS the most important item of information which reached Hongkong yesterday was that portion of our London correspondent's telegram appearing in another column which referred to a circular Note addressed by the United States Government to the Powers. This Note, it seems, asked the Powers to join in a notification to the belligerent nations of Japan and Russia that they must respect the neutrality and integrity of China. This is the first decided step taken by the Washington Government since the state of affairs in the Far East grew really serious. It is true that, in pursuance of the terms of the recent commercial treaty between the United States and China, President Roosevelt has appointed representatives of the States at the new "open ports" of Moukden and Antung in Manchuria; but the effect of these appointments, as long as the status quo in Manchuria exists, is nugatory. If Manchuria is to remain Russian, the accrediting of United States representatives to China in Manchuria is valueless, and the clause of the treaty referring to the new ports is inoperative. Now, however, the United States have made a proposal to the European Powers that the two nations at war shall be warned to respect the neutrality and integrity of China. The effect of such a notification would be twofold. In the first place, during the war any violent act within China's territory on the part of either combatant would call for joint action on the part of the notifying Powers. That is to say, if Russia were to seize, say, the Shanhaikwan-Newchwang line or any points in Manchuria not on the Russian railway line, or were to advance into Chili; or if

Japan were to land a force in Manchuria outside Russian-leased territory, the Powers would be called upon to interfere. Secondly, at the conclusion of the war the victorious party would have no right to gain any territorial increase at the expense of China. Thus, if Russia were to win, she could not claim full possession of Manchuria as part of the spoils, and in fact would have no further rights in the province than she already has by treaty. Nor could Japan, presuming she were desirous of doing so, claim special privileges in Manchuria, or elsewhere in China, compared with the rest of the Powers. In short, whatever the result of the war, the alienation of any territory of China could in no way be involved in the final settlement between Japan and Russia.

That such an expression of determination on the part of the Powers would be eminently logical cannot be denied. Japan and Russia may be fighting for the hegemony of North-eastern Asia, but the interests of many other nations are involved in the future of North China, and neither the United States nor the leading European Powers are prepared to see their treaty rights extinguished by the victory of either disputant. If China does not become a party to the war, the Powers on their own behalf and hers should see that her territory is not treated as part of the reward of success. Of course, should China be drawn into the struggle, the question becomes intensely difficult; but we take it that the Powers, if they make such a notification as the United States suggest, will also use their influence and possibly more than moral suasion to induce China to remain impartial. If a violation of China's territory should bring about her departure from an attitude of neutrality, that is a circumstance which would have to be taken into consideration, for it cannot be expected that she will be content to see troops marching over her borders and seizing her property without any attempt at resistance. The Chinese have been anticipating a Russian move against Peking on the slightest pretext and have massed some of their best troops on the Liao River. If a collision should be provoked by Russian aggression it would not be fair to charge the fault against China of departing from a neutral attitude.

An all-important question remains to be answered. What attitude are the other Powers likely to take up in view of the proposition of the United States? Great Britain will assuredly welcome the suggestion, and if France is, as we believe, sincere in her expressed desire to secure the peace of the Far East as far as possible she must also accede. Only the glamour of that most one-sided of alliances which France has with Russia can blind her to the propriety of such a step; and there are reasons to believe that this glamour is less dazzling than of old. It is difficult to make out Germany's attitude. It has been suspected that there must have been some sort of understanding between St. Petersburg and Berlin before Russia drove Japan into war. But we can see no indication that Germany is in any wise excited at the outbreak of trouble. She has not strengthened her fleet out here, nor is there any news by telegram of such intention. The most recent German newspapers have not been markedly pro-Russian in tone; in fact, some of them have recognised that Japan's claims are deserving of respect. On the whole it may be said that Russia's policy finds few friends in Europe at the present moment. Whether the Powers as a whole will carry their opinions to the logical conclusion and accept the proposal of the United States remains to be seen. Logic does not always appeal to the high diplomats. A great opportunity will certainly be missed if Washington's overtures are neglected.

To-night at the Victoria Recreation Club, Mr. Willis Freear will make his farewell appearance in the Colony in his well-known "Frolics" entertainment, commencing at 8 p.m. There is sure to be a big audience. Last night Mr. Freear appeared in Canton.

The following appointment was notified at the Admiralty last month:—Commander J. C. Watson to the Zamar, to date Jan. 4. The following appointments have been cancelled:—Midshipman—G. F. Hole, to the *Blenheim*. Naval Cadets—C. R. F. Perryman and J. E. B. Nolley, to the *Blenheim*.

The last number of the *Chefoo Express* says that there were then twenty-five war-correspondents present in Port Arthur. We ought to get ample descriptions soon of the torpedo attacks and the bombardment. The majority of the correspondents, however, seem to have halted in Japan to start with. An addition to their ranks shortly will be Mr. Douglas Story, editor of our local morning contemporary, who left Hongkong on the *Empress of India* on Wednesday as correspondent for the *Daily Express* of London.

In spite of what some American journals have stated, both Mr. Goodnow, U. S. Consul General at Shanghai, and Mr. Fowler, U. S. Consul at Chefoo, are returning to their respective posts. Mr. Goodnow should be in Shanghai some time in March.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—
Poultry Guild \$200
Salt Fish Guild 200

A London contemporary in a paragraph referring to the demand for Cardiff coal in view of the outbreak of war says, on the 6th ultimo:—Though no actual chartering took place freight rates have during the past few days moved upward for Far Eastern ports by 2s. to 3s., and in one case 5s. per ton. Yesterday's chartering for Japan ports was at 22s. 6d. in one case and 23s. 6d. in another. The British Admiralty offered 19s. 6d. and 20s. for cargoes to Hongkong but owners held out for a better rate.

Efforts attempts to create a public opinion in favour of Russia were stated in Berlin as early as a month ago to be beginning to fail. The *Vossische Zeitung* says:—"In St. Petersburg endeavours are being made to create the impression that the Russian proposals pave the way for a pacific issue of the conflict and that the blame would entirely rest with Japan if war were to break out. The world will not let itself be influenced by these manoeuvres in its opinion regarding the quarter with which responsibility for a breach of the peace will lie. Nor will it be forgotten that the Russo-Japanese conflict is the inevitable consequence of the permanent occupation of Manchuria by Russia in defiance of treaty obligations, and that it is the result of Russia's largely successful attempts to acquire decisive influence in Korea."

The record for dilatoriness in the award of war medals is not held by the French War Office, in spite of the recent bestowal of a Sebastopol decoration forty-five years after the siege. In 1889 Captain James Gammell was awarded an honour earned by him three-quarters of a century previously. As Ensign Gammell he was present at the sortie of Bayonne, and, leaving the Army shortly afterwards, never applied for the medal; the English War Office likewise overlooked his name. In 1897 steps were taken on his behalf by Colonel Balguy, and at last the veteran received his decoration with interest. A Jubilee medal was sent him by Sir Henry Ponsonby, together with a letter on behalf of the Queen; and the Duke of Cambridge, then Commander-in-Chief, bestowed on him the Panjshir medal, with the clasp for the Nile. Captain Gammell was ninety-two when he received this tardy recognition of his services.

MAILS BY THE SIBERIAN ROUTE

The Hongkong Post Office was notified by telegram from Shanghai yesterday that no mails will be received via Siberia now, the line being closed to mail.

HONGKONG AND THE PHILIPPINE UPRISING.

With reference to a special *Daily Press* telegram from Manila, dated 9th inst., to the effect that 45 of the constabulary and garrison at Vigan, Ilocos province, Luzon, had seized the barracks, liberated the prisoners, and escaped southward with 55 rifles and plenty of ammunition, it is now reported that an American is visiting Filipinos at Hongkong under various pretences. He refuses to give his name or address, and is suspected of being an United States detective.

SOLICITOR ADMITTED TO THE BAR.

On Wednesday at the Supreme Court His Honour the Chief Justice Sir William Goodnow admitted to practice as a solicitor in Hongkong, Mr. T. A. Hammer, who has for some time past been acting as Assistant Secretary to Mr. G. A. Woodcock, of the Sanitary Board Office. Hon. H. E. Pollock, K.C., barrister-at-law, who was instructed by Mr. M. J. D. Stephens, solicitor, introduced Mr. Hammer to the Court. His Lordship said he found all the necessary papers in order and he welcomed Mr. Hammer to the Bar of Hongkong.

By kind permission of Major Radcliff and officers, the Band of the 93rd Burma Infantry will play the following programmes of music at the King Edward Hotel during dinner to-night (weather permitting):—
March..... "The Washington Post"
Overture..... "Nell Grey"..... Edward German
Selection..... "The Grisham"..... Sidney Jones
Song..... "André Venet"..... Gustav Fresset
Selection..... "Reminiscences of Scotland" Godfrey Waltz
"Blue"..... "A.M.S. Pinfore"..... Coote
"God Save the King"

MENU.
Hot Potatoes
Anchovy on Toast.
SOUP.
Turtle.
FISH.
Boiled Sole and Egg Sauce.
ENTREES.
Grilled Fillet of Beef and Mashed Potatoes
Roast Quail and Watercress.
Stewed Sheep's Head and Asparagus.
JOINTS.
Roast Saddle of Mutton
Roast Capon
Cold Ham.
COURT.
Shrimps.
SALAD.
Potato.
VEGETABLES.
Boiled Potatoes
Green Peas
Purée of Turnips.
DESSERT.
Plum Pudding
Chocolate Ice-cream
Jam Puffs
Finger Cake.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

THE ATTACK ON PORT ARTHUR.

LONDON, 10th Feb., 11.50 a.m.

Seventeen Japanese vessels bombarded Port Arthur, but the damage done was slight.

The Russian casualties were 10 killed and 56 wounded.

The *Poltava* (first-class battleship, 10,960 tons), the *Diana* (first-class cruiser, 6,630 tons), the *Askold* (first-class cruiser, 6,100 tons), the *Novik* (second-class cruiser, 3,200 tons), were damaged.

The Japanese have landed at Chemulpo. Two Russian cruisers surrendered.

[This account, it will be observed, includes no reference to the battleships *Tsarenitch* and *Belaisan*, and the cruiser *Pallada* which, according to a Japanese official announcement, were sunk on the morning of the 9th, and according to Admiral Alexieff's telegram to Tsar were "damaged"; we may therefore conclude that nine Russian warships were put out of action in the vicinity of Port Arthur. To these we have to add the *Varyag* and the *Korietz* captured or destroyed at Chemulpo.—Ed. D.P.]

A NOTE TO THE POWERS.

LONDON, 10th Feb., 11.50 a.m.

The United States Government has addressed a Note to the Powers asking them to join in a notification to the belligerents to respect the neutrality and integrity of China.

REUTER'S SERVICE.

THE FISCAL QUESTION AND BRITISH GOVERNMENT POLICY.

LONDON, 9th February.

The Duke of Devonshire, speaking at a fiscal meeting at the Guildhall, said that, whatever differences there may be on the fiscal policy, all would unite in not embarrassing the Government in its anxious task of safeguarding the interests of the Empire in the Far East.

GREAT BRITAIN, RUSSIA, AND TIBET.

LONDON, 9th February.

A Russian memorandum dated 2nd February, 1903, threatened steps to protect Russian interests in consequence of the British action in Tibet. Lord Lansdowne in reply on the 18th February, 1903, informed Count Benckendorff, the Russian Ambassador in London, that if there was any display of Russian activity, Great Britain would be obliged to reply by a display of activity exceeding that of Russia. Some weeks later, Count Benckendorff submitted a statement of Russian views, declaring that any disturbance of the status quo in Tibet would compel Russia to safeguard her interests elsewhere in Asia. Lord Lansdowne replied that Great Britain insisted on Tibet fulfilling her treaty obligations. Later, when the Mission advanced, Count Benckendorff made further earnest representations, to which Lord Lansdowne replied that "it was strange beyond measure that these protests should be made by a Power which all over the world never hesitated to encroach on its neighbours. If the Russian Government had a right to complain of Great Britain advancing in Tibet, what kind of language would Great Britain not be entitled to use concerning Russian encroachments in Manchuria, Turkestan, and Persia?"

THE WAR—TORPEDO ATTACK ON PORT ARTHUR.

LONDON, 9th February.

Admiral Alexieff telegraphs that Japanese torpedo-boats attacked a squadron of Russian ships in the outer roads of Port Arthur at midnight on the 8th instant. The battleships *Belaisan* and *Tsarenitch* and the cruiser *Pallada* were damaged.

THE WAR.

THE FORMAL DECLARATION.

Mr. Masachi Noma, Consul for Japan, wrote to us yesterday morning to the following effect:—

"I beg to inform you that this morning I have received the telegram from our Government to the effect that war has been formally declared against Russia by His Imperial Japanese Majesty on the 10th February, 1904."

[In view of the statements made recently about the impossibility of having a state of war without a formal declaration having been made, it is interesting to refer to Marten's *Law of Nations* on this point. At p. 279 this authority says:—

"The universal law of nations acknowledges no general obligation of making a declaration of war to the enemy, previous to a commencement of hostilities. Many of the ancient nations looked on such a declaration as essential, and it was practised in Europe till the seventeenth century; but nowadays nations content themselves with publishing a declaration of war through their own dominions, and explaining their motives to other Powers in writing. Publishing of war in this manner is looked upon as so essential that nations have often demanded a restitution of everything taken from them by the enemy before such declaration. Sometimes, however, nations get rid of such demands by insisting that the war has been tacitly declared."

By kind permission of the Naval Authorities we are enabled to publish the following telegraphic news:—

In the action outside Chemulpo the Japanese ships engaged were the *Asama*, *Chiyoda*, *Naniwa*, and *Nitaka*. Both the Russian ships were badly damaged and were set on fire and blown up by their crews, who took refuge on board the French cruiser *Pascal*. The Japanese ships sustained no damage. The Russian steamer *Sungari* was burned in Chemulpo Harbour by the Russians.

It was reported officially from the North yesterday evening, that H. M. S. *Talbot* at Chemulpo had 150 Russian wounded on board from the Russian warships *Varyag* and *Korietz*.

Captain J. T. Horne reports that last Friday, as his ship, the *Portland* and Asiatic s.s. *Indrapura*, was lying at Moji Harbour a Japanese squadron consisting of some six or seven battleships and cruisers passed through the straits bound west.

Captain Frederick Brown, of the s.s. *Crunder*, which arrived from Moji yesterday, reports that when he left Port Arthur on the 28th ult. there were 65 warships, that is big and small, flying the Russian flag; eight Russian vessels—battleships and cruisers—were anchored outside. Some 25,000 Chinese coolies were daily employed working at the fortifications. Two hundred thousand tons of coal was in the reserves; besides, four British ships were discharging coal from Cardiff and eight other vessels with coal were expected. The regular storage capacity of coal being all taken up, the Russians were heaping it in the streets. Searchlight operations were conducted all night. It was very hard, said Capt. Brown, to believe that the Japanese torpedo boats had entered Port Arthur; he opined that the Russian warships injured and torpedoed must have been those anchored outside the harbour.

THE "KAUGA" AND "NISSHIN."

The Japanese cruiser *Nisshin* arrived at Singapore in the forenoon of the 2nd inst., the *Kauga* following her about 3 o'clock. The crew of the former numbered about 240, of whom some 60 were of British origin; the *Nisshin*'s crew was much the same. Both vessels were dirty and incomplete. Some of the *Kauga*'s crew were discharged at Colombo and others at Singapore. It is said that as many as possible will be sent home from Hongkong and Shanghai. At Hongkong all the Italian engineers will leave the *Nisshin*. Lieutenant Lea, captain of the *Kauga*, remarked that there are plenty of English engineers to be found in Hongkong, but under the new regime it is expected that the cruiser will make a quick passage to Japan. He stated that he had no idea when or where he was to hand the vessel over to the Japanese. It had been said that the ceremony would take place at Shanghai, but there were no instructions on the subject. The Italian engineers hardly seem to have given satisfaction. In spite of the cruiser's power of speed, about 14 knots an hour was the average rate of procedure. Asked what he would have done if called to halt by a Russian cruiser, Lieut. Lea said: "Why, I would just surrender. I have no crew to defend a ship. Look at the guns, besides. The guns on the upper deck are all right, but those below are coated with rust—they would be perfectly useless." On the *Kauga*, on the other hand, when the question was asked "What will you do if you're 'baited up' by a Russian cruiser?" the officers sniffed and observed "I guess we'd see if the guns were in working order. We have some ammunition on board, and some of the crew have been daily set to clean the guns, so that although we haven't any gun-crews proper we might be able to give some account of ourselves."

Questioned regarding the report that a bomb had exploded on board before the vessel left Genoa, Lieut. Lea laughed at the incident. "It was nothing at all, and would never have been heard of had it occurred on any other vessel. A steam-pipe burst and an Italian engineer was scalded, with the result that he tried to crawl on a barrel."

With regard to the two commanding officers, Lieut. J. F. Lea, R.N., resigned his commission in the Royal Navy some years since, but two years ago had his commission returned, and was placed on the list of emergency officers of the Royal Navy. Lieut. Lea served at one time as flag-lieutenant to Sir. Nowell Salmon when that officer was Commander-in-Chief on the China Station. The commander of the *Kauga* is Sub-Lieut. Hugh H. Poynter, also on the list of Emergency Officers of the Royal Navy. Although holding such a junior rank in our Navy, he is 38 years old, but he had only attained to the sub-lieutenant's rank when he originally resigned his commission. In view of the fact that these two officers hold commissions in His Majesty's Navy, and are consequently affected by the Neutrality Act, it is remarkable that they have been appointed to the command of these two ships.

The following is the agreement which the British sailors signed in London:—"The undersigned agree to serve under the conditions stated against their respective names on board the ship now at Genoa until 24 hours after arrival at Yokohama, or any intermediate port if discharged by the captain. The ship will sail under the Japanese or such other flag as may be decided upon. She will be commanded by a British captain. Two months' wages are guaranteed. They will be paid to each man from the time he is directed to leave the place of original engagement. All expenses due to authorised travelling to Genoa, including subsistence, will be paid. When discharged each man will be provided with a free passage of the class and to the place stated against his name, available only for the route and date named by the captain. He will be entitled to draw his pay until he is due at the place by continuous travelling. In the event of the country under whose flag the ship is sailing going to war, the captain is instructed to discontinue the voyage and discharge the crew on the first opportunity."

The Russian reinforcing squadron from the Mediterranean, consisting of a battleship, two cruisers, and seven torpedo-boats, were expected at Colombo on the 30th ult.

A large number of Singapore young men have offered their services to the Japanese Government in the event of war being declared. Col. Symons, the Consul for Japan at Colombo, refused the offer gratefully.

A naval writer in one of the London papers asserts that Japan's two new cruisers cannot be considered bargains. "As fighting units they are immensely inferior to the two Chinese ships purchased by England, while their cost is nearly as great as that of those ships." The new Japanese ships are of the same type as the *Cristobal Colon*, which performed so well in the battle of Santiago. They differ slightly in their armament, as the *Moreas* has four 8-in. guns in two turrets, and the *Rivadavia* one 10-in. gun forward and two 8-in. guns astern, with in each case fourteen 6-in. and ten 14-pounder guns. They have 6-in. Krupp steel armour on the water line and guns, and steam 20 knots.

On the 1st inst. there were eight warships at Chemulpo. These were the French cruisers *Pascal* and *Guédon*, the Russian cruisers *Varyag* and *Korietz*, the Italian cruiser *Elba*, the British cruiser *Talbot*, the U.S. gunboat *Vicksburg*, and another cruiser.

The report of 20,000 Russian troops being gathered in the Yalu valley was current in the Japanese papers on the 5th instant.

Port Arthur was in the throes of a panic quite at the beginning of the month. A correspondent there writes to the *N. Y. Daily News* at that time that "the Russians are now stacking coal in the streets, all the wharves and yards being filled. All the foreign firms are packing up 'preparatory to removal, as they are daily expecting notice to leave. The Japanese shop-keepers are selling off their stocks at ridiculous prices.' Dato was also extremely agitated. The Chinese at both places, according to a *Chiao* correspondent of the Shanghai paper, were leaving daily since the situation became more acute. Those with goods on their hands were selling at dead loss, while in some cases people gave away nearly half of their goods for fear of being too late to leave Port Arthur for more peaceful shores. These latter were men who suffered previously from the tender mercies of Russian soldiery, notably during 1900, and were therefore far from desirous of remaining again in the same place during hostilities."

SHOOTING OF THE BRITISH CHINA SQUADRON.

The full gunnery returns for the China station have been published in the *Naval and Military Record*. The place of honour is held by the little *Brantle*, the battleships *Albion*, *Goliath*, and *Gloria* coming second, third, and fifth, while the *Ocean* and *Vengeance* are very far down the list. The worst of the battleships, the *Vengeance*, made eight hits out of nineteen rounds with the 12-in. gun, and sixty-two hits out of 114 rounds with the 6-in.; the best of the battleships, the *Albion*, eighteen hits out of twenty-six rounds with the 12-in., and ninety-five hits out of 149 rounds with the 6-in. For fighting purposes, remarks a commentator, one *Albion* on these figures, must be pronounced worth two *Vengeances*. The armoured cruiser *Cressy* made twelve hits out of twenty-eight rounds with her 9.2-in. guns, and sixty-eight hits out of 129 rounds with her 6-in. weapons. Her rate of fire with the 9.2 was well over two shots a minute, which is wonderful work for such a heavy gun.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Hon. Dr. J. M. Atkinson presided, and there were also present Hon. W. Chatham, Director of Public Works; Hon. A. W. Brown, Registrar General; Mr. Lau Chu Pak, Mr. Fung Wa Chun, Colonel W. E. Webb, C.A.M.C.; Mr. E. A. Hewitt, Mr. A. Ramjahn; Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. B. Barnett, Assistant Medical Officer of Health; Mr. G. A. Woodcock (Secretary) and Mr. J. H. Kemp (Assistant Secretary).

REPORT OF SANITARY SURVEYOR.

Mr. J. J. Bryan, Sanitary Surveyor, forwarded his annual report for the year 1903, as follows:—

New house-drains.—Plans have been deposited and passed by him during the year for the drainage of 263 houses. The plans of 713 houses were carried forward from 1902, making a total of 976 in hand during the year. The drainage of 415 houses has been completed and the plans for 350 have been cancelled, leaving 911 to carry forward to 1904.

Re-drainage and additions.—In addition to the above, plans for re-drainage of, or additions to, the drainage of 94 houses were carried forward from 1902, and now plans have been received for 263 houses, making a total of 354 for the year. Of these, 245 houses have been completed and 51 cancelled, leaving 58 to be carried forward to 1904.

Inspection of private house-drains.—The drains of 106 houses have been tested and reported on, in consequence of complaints having been received regarding them. Of this number, 56 required reconstructing, 28 amending and the remainder were found to be in order. Notices were served on the owners of the above 84 houses calling upon them to execute the necessary work. Of these 80 have been complied with and the remaining 4 are in hand. 31,790 houses have been visited by the Drainage Inspector, with the result that 1,878 drainage nuisances have been discovered. Notices have been served in each case on the owner or occupier, calling upon them to abate the nuisance. All of these have been complied with. 268 nuisances have been referred to the Medical Officer of Health and 343 to the Hon. Director of Public Works to be dealt with by them. 1705 choked drain traps on private property have been cleansed by the drainage foremen.

Water-closets and urinals.—During the past year, water-closets and urinals have been erected in the following buildings, by permission of the Board, and with the exception of those at the docks, have been connected with the public sewers: Stag Hotel, 150 Queen's Road Central, 6 water-closets, 6 urinals; "Club Germania," Kennedy Road, 6 do.; Hongkong and Whampoa Dock, Hangham, 15 water-closets; I. L. 1633, Magazine Gap Road, 3 water-closets; 15, Connaught Road Central, 2 water-closets, 2 urinals; 12, Des Vaux Road Central, 1 water-closet. Total, 39 water-closets, 15 urinals.

New Buildings.—Certificates have been granted during the year under sections 84 of Ordinance 13 of 1901, for 47 houses, certifying that they have been built in accordance with the entire provision of that Ordinance. This is 491 less than were certified in 1902.

Cemeteries.—The whole of the bodies dead of plague during the year have been buried in Cheung Sha Wan Cemetery. There is room for about 40 bodies in the Kennedy Town Cemetery, but it is advisable to reserve that space for any emergency that may arise. Twenty-five terraces have been formed in Mount Davis Cemetery: viz 12 in Section A, 6 in B and 7 in C.

Prosecutions.—The following is a return of the prosecutions instituted during the year:—

Offences.	Summons.	Convictions.	Penalties.	Remarks.
Drainage nuisances on private premises...	154	143	\$1,062	1 withdrawn
Failure to comply with order of magistrates...	27	27	658	
Contravention of Sec. 84 of Ord. 13 of 1901...	5	5	140	
Contravention of Sec. 191 of Ord. 1 of 1903...	4	4	100	
Contravention of the Drainage Bye Laws...	5	5	45	
	195	184	\$2,005	

The President said that with reference to this report he had received from Mr. Ramjahn a letter enclosing a minute relating to the drainage of two blocks of houses, one in Caine Road and the other in Des Vaux Road, and also giving notice of certain questions. He would suggest that this minute be circulated and the questions could be answered at next meeting.

This was agreed to.

On the motion of the President, seconded by the Vice-President (Hon. W. Chatham), the report was adopted.

BYE-LAW.

On the motion of the President, seconded by the Vice-President, the draft of new Bye-laws proposed to be made under Section 16 of the Public Health and Building Ordinance, 1903, was approved, and it was agreed to recommend their approval by the Government.

BRIDGE AND STAIRCASE OVER MASON LANE.

An application was made for permission to erect a bridge and staircase over Mason Lane. The President stated that it was necessary for this permission to be given by the Governor in Council.

The Vice-President moved that the Board recommend this application to the Governor in Council for approval.

The President seconded, and the motion was agreed to.

A DEACONSFIELD ARCADE OBSTRUCTION. There was laid on the table an application for exemption from removing an iron roof in the back yard of 14, Deaconsfield Arcade.

The President stated that the tenant of No. 14 had received notice from the P.W.D. to remove an obstruction from the back yard—that was the open space just outside the Board's office. The Board had power now under Section 155, but it did not seem advisable that it should be allowed to remain, because the M.O.H. reported that the obstruction blocked out the light from the houses, and the yard was filled with stores and kitchen utensils. There was also a chimney which was a great nuisance not only to the residents in the Arcade but to people passing up Battery Path. He moved that the exemption be not granted.

The motion was agreed to.

There was submitted an application relative to the question of "external air" in respect of Nos. 2 to 68, Bridges Street.

Mr. Lau Chu Pak moved:—"None of the yards in the existing Chinese tenement houses is 13 feet wide. I think the Board should recommend Government to exempt every house with a yard not under 8 feet wide and allow two cutbacks to be erected on the upper floors of such a house as originally suggested by the sub-committee. If as minutes by the Assistant M.O.H., an 8 feet yard should not be reckoned as external air, the amendment Ordinance will practically inflict the same hardship as the original Ordinance."

The minute of the Assistant M.O.H. (Dr. Barnett) referred to above was as follows:—"I do not think a yard of 8 feet ought to be counted as external air. If the rear wall of the open space could be removed (why it was over built I can't understand) the window in rear would open into external air."

Mr. A. Ramjahn moved:—"I know these houses very well. Besides the yard there is a back yard in the rear. When the plan of these houses was passed about two years ago a back yard was not then required. If the Board would not recommend this application, practically almost all houses built prior to the passing of Ordinance 1 of 1903 could not succeed in getting exemption, for there are very few blocks of buildings that have a yard and a back lane. Besides, the provisions of the expression 'external air' are not consistent with the requirements of modern sanitation. The result of the Insanitary Properties Commission was the enactment of Ordinance 36 of 1899. Owners of property were then induced to provide a back lane in lieu of a back yard; and Section 8, Sub-section A, of that Ordinance empowered the making of a back lane 6 feet wide in the place of a yard 8 feet wide, in order to encourage land-owners to provide a back lane alone for a block of buildings. In 1901 when the Government thought that the Insanitary Properties Ordinance was not drastic enough the Public Health Ordinance 13 of 1901 was enacted. The regulations about open spaces were copied verbatim from the Insanitary Properties Ordinance. By the passing of the existing Ordinance Nos. 1 of 1903 and 23 of 1903, back lanes which had been provided under such alluring circumstances as above described are now found to be practically useless; and, even when both back-yard and back lane have been provided, as instanced in this case, the open space in the rear is now found to be insufficient to meet new regulations. It can thus be imagined how owners of property have been d-d-ult during the past three years. I consider a great hardship and injustice have been done to investors of capital in landed property, which has the effect of driving a great deal of capital out of this Colony. All these changes in law have been brought about by Dr. Clark, our M.O.H., and the plan for this block of buildings, only completed a few months ago, must have been visited by him. The owner of this property, through no fault of his, will suffer a great injury if his application is refused, and the wall referred to by the Assistant M.O.H. has been built in full compliance with the law that has been repealed by the existing Ordinance."

After an examination of the plans had been made, it was agreed on the motion of the President to refer the matter to the D.P.W. for report.

PUBLIC WATER SUPPLIES.

Mr. Frank Browne, Government Analyst, reported on his analyses for the month of January that he had found the water to be of excellent quality.

RAT RETURN.

During 1903 there were 89,862 rats killed in the Colony; of these 3476 were infected with plague. For the fortnight ended on 8th inst. 662 were destroyed; of which 21 were infected.

The President said the percentage of infected rats had gone up nearly double within the last two weeks.

CHINA NEW YEAR AND THE MARKET.

The President said that it was customary at the China New Year to keep the markets open all night. He moved that they be allowed to remain open on the nights of Monday, Tuesday, and Wednesday next week. This was the recommendation of the C.V.S.

It was agreed to grant this permission.

There was no other important public business.

BOWLING MATCH.

To-night and to-morrow night there will be a second team bowling match between the Hongkong Club and the Club Germania. On this occasion there will be only six-a-side, as it was found difficult to get any more to practise in readiness for the game. The Club team will consist of Mr. Ellis, Lieut. Gibson, Lieut. Ford, Messrs. Sims, Holyoake, and Woodcock (captain).

ROYAL HONGKONG YACHT CLUB.

The Eighth Club Race took place on Saturday and Sunday last over No. 28 Course. The starting line was as usual Police Pier, thence to North Fairway Buoy, back again to Chung Hui, and home. On Saturday the championship yachts started at 1.30 p.m. Only two yachts crossed the line when the gun fired, viz. the *Dione*, steered by His Excellency the Acting Governor, and the *Elaph*. The *Aileen* came up from her moorings and crossed the line between 3 and 4 minutes later. The wind was blowing strong from the S.E. and as the yachts neared the markboat it increased in force to half a gale, and the strong ebb from the Kip Ling Mun running down against it produced a nasty choppy sea.

The *Dione* reached the markboat about 4 lengths ahead of *Elaph*, and the *Aileen* came up 2 minutes later. *Dione* and *Elaph* had to gybe round the mark, and whilst rounding they came into collision, the *Elaph* knocking a hole in *Dione's* starboard bilge, through which the water poured. *Dione's* helm was promptly put up and she ran under the sheltered side of Chung Hui, and she filled with water as she touched the beach. Beating up to the N. Fairway Buoy the great weight and power of the *Aileen* told in the heavy cross sea, and she gradually cleared to windward of the *Elaph*, and increasing her lead in the second round won easily.

The times of the finish were as follows:—
Aileen 4 44 54
Elaph 4 51 55
A protest has been lodged against the *Elaph*.

On Sunday light airs and calms prevailed—a very different sailing day to the Saturday.

At gunfire at 1 p.m. the five one-design yachts crossed the line, and *Erie* taking the lead kept it to the end. The wind fell almost entirely at the finish, and *Bonito* drifted the wrong side of the mark-boat and was unable to finish.

The handicap yachts followed the one-design boats after ten minutes interval. The *Alannah* soon established a long lead and came in an easy winner. *Doreen* had a good race with the *Gloria*, eventually beating her, but disqualified herself by fouling the North Fairway buoy. The rest did not finish. The times at the finish were:—

ONE-DESIGN CLASS.	H. M. S.
<i>Erie</i>	3 45 0
<i>Min</i>	3 48 10
<i>Kathleen</i>	3 49 0
<i>Colleen</i>	3 49 35

HANDICAP CLASS.	H. M. S.
<i>Alannah</i>	3 52 30
<i>Ira</i>	4 20 50
<i>Doreen</i>	4 43 0

SUICIDE AT ABERDEEN.

It was reported on Wednesday by the police that on the previous day a young Chinaman had committed suicide at Aberdeen by hanging himself to a tree. The dead body was found suspended and was cut down. Deceased was only 22 years of age. He used to be employed by the Harbourmaster, and recently got dismissed for what reason does not transpire. It is presumable that his dismissal had preyed on his mind and led him to take his own life.

HONGKONG & KOWLOON STEAM LAUNCH CO., LD.

WINDING UP.

An extraordinary general meeting of the above company was held at the office of Messrs. Ewins & Harston, solicitors, No. 36, Queen's Road Central, Hongkong, last evening. For some considerable time there were not enough shareholders to form a quorum, but eventually three were gathered together for the transaction of the company's business. The three gentlemen were Messrs. Tang Cheuk Hing, Yei Min Chai, and Ho Kwai Seung.

Mr. Ho Kwai Seung, in the absence of Mr. Ng Lau Tong, managing director of the company, proposed that Mr. Tang Cheuk Hing be requested to take the chair.

Mr. Yei Min Chai seconded and the proposal was agreed to.

After Mr. Yei Min Chai had read the notice convening the meeting the CHAIRMAN proposed that the Company be wound up voluntarily under the provisions of the Companies' Ordinances of Hongkong and that Mr. Tang Kwai Pok of Hongkong be appointed liquidator for the purpose of such winding up.

Mr. Ho Kwai Seung seconded and the motion was carried.

That was all the business.

THE COMING RACES.

The following were some of yesterday morning's times:—
Aladdin, 11-miles—34, 1.07, 1.41, 2.15, 2.51.
Quebec, 1-mile—39, 1.13, 1.46, 2.19.
Thistle and Good Bye, 14-miles—48, 1.20, 2.04, 3.17.
Protection, 14-miles—39, 1.14, 1.50, 2.23, 2.56.
Rex and Royal, 4-miles—34, 1.09, 1.44.
Dornase, 4-miles—31, 1.04.
Alarm and Mongoose, 1-mile—35, 1.11, 1.46, 2.21.
Ben Roy, 1-mile—last 1, 35, 1.09.
Standard and Tai Yai, 14-miles—40, 1.14, 1.50, 2.23, 3.07.
Modesty, 1-mile—34, 1.17, 1.52, 2.24.
Gravel, 3-miles—33, 1.08, 1.45.
Ca Canny and Red Torrie, 1-mile—last 1, 34, 1.09.
Snark, 4-miles—33, 1.07.
Fair Trade, 12-miles—42, 1.20, 2.35, 3.06.
Colonial and Manila, 1-mile, last 1—32, 1.07.
Zouave and Fish, 4-miles—34, 1.21, 1.58.
See To Them, 3-miles—32, 1.05, 1.41.
Remnant, 4-miles—37.
Cheer Sea, 4-miles—33, 1.02, 1.30.
Randy Girl, 1-mile, last 1—29, 59, 1.28.
Dandy, 1-mile—33, 1.04, 1.36, 2.04.
School Girl, 1-mile—28, 57, 1.23, 1.59.

SALE OF WORK AT SOLDIERS' AND SAILORS' HOME.

A sale of work was held yesterday afternoon and evening at the above institution, on behalf of the fund for the extension of the Wanchai Chapel. Mrs. May was unavoidably prevented from being present, through indisposition, but H. E. Mr. F. H. May, Officer Administering the Government, was present during the afternoon, accompanied by H.E.'s Aide-de-Camp and Private Secretary.

The Rev. W. Bridge, chaplain, made a short address, explaining the object of the sale, which was to provide as far as possible for the deficit in the fund. The scheme for the extension of the chapel would require the expenditure of \$5,000, of which \$3,000 had been subscribed, and it was hoped that this sale would go far towards providing the balance. The work, consisting of cushions, framed pictures, and articles of art needlework, was all the work of the Ladies' Sewing Club. The sale was informally opened at 2.30 p.m. and business was soon very brisk, the tea and sweet stalls securing their full share of patronage. There was also a "Museum of Arts" which caused much merriment, the articles exhibited, of which there were a great many, being catalogued as "things to adore," for which the purchaser was handed a lock and key. "A kid reviver" was a rattan cane; "We meant to part again," a knife and fork; "Dressed for dinner," a potato with its jacket on; "An Irish sea-port," a cork; "Columns of Greece," candles; "Sweet seventeen," 17 lumps of sugar; "When shall we three meet again?" a pair of donkeys and a mirror, and finally, The return from the Oaks, "when the visitors were politely shown the door. The stall-holders were Mrs. Andrews, Mrs. Brown, Mrs. Hooper, Mrs. Farnsworth, Mrs. Wolmer, Mrs. Strick, Mrs. Seaton, Mrs. Pennyng, Mrs. Messenger, Mrs. Ginelett, Miss Hooper, and Miss Andrew, and they were assisted by a number of charming little girls, among whom were Misses Gertrude Brite, Polly Andrew, Ethel Udall, Beatrice Hooper, and Olive Varcoe. The hall was tastefully decorated with bunting and evergreens, and during the afternoon the band of H.M.S. Ocean, under the conductorship of Mr. H. Wilmer, played a very choice selection of airs, their place being taken in the evening by the band of the Sherwood Foresters.

THE RUSSIAN WAR CHEST.

The S. Petersburg correspondent of the *New York Herald* gives some interesting particulars about Russia's war treasury. He says that, according to the statement of bankers, "vast sums of gold—that gold which M. Witte had so carefully collected—has been rolling away towards the Far East at the rate of 25,000,000 roubles per month, all to be sunk in fortifications, strategic railroads, payments for the vast army and the large fleet, both of which have been silently, gradually, and surely increased up to their present proportions almost unobserved by Europe." He adds that "it well might break M. Witte's heart to have thus to open wide the gates of his treasury and let loose the golden stream. But even he would not say no, and could not if he wished. Money has been showered in the Far East by Russia. No sum was too great to make Russia's foothold firm. At the time when Russia took Port Arthur she fully expected war with Japan. When the Minister of Finance came to total up the amount of gold available in the event of a conflict, he was able to report 980,000,000 roubles—a prodigious sum for a country such as this, which is supposed to be poverty-stricken. How much of that is left no one can tell. Was M. Witte able to keep it up? He was a past master of the art of finding new methods of raising revenue, but the expenditure in the Far East has been terrific."

HOW TO TAKE PORT ARTHUR.

The *Manila Cable* of the 7th inst. quotes a well known U. S. Army officer as saying:—"The Japanese are far more advanced in their preparations for war than most people imagine, and when war is declared they will spring like wildcats on the Russians. If they can engage the Russians near the coast the Russians will be theirs. Of course, if they go meandering off inland they will lose their army, for they have no cavalry to speak of, but they can strike a blow at Port Arthur that I believe will be successful. It will not do to assault that port directly, for it is too well defended by land batteries. Port Arthur is on a peninsula that narrows, about thirty miles back from its point, to a neck only four miles across. On the west side is the Kin-chou bay and on the east the Taliuwan bay. The Eastern Siberian railroad runs along this peninsula to Port Arthur, and it is the single land line of communication for that city, and the one by which its supplies must arrive in case of war. Two Japanese squadrons can run up, one to the head of the Taliuwan, the other to the head of the Kin-chou bay and effect a landing. There are no fortifications there to stop them. Not only can they land men enough to hold that neck of land, either end of the line resting on the ships for support, but the ships can rake the neck from side to side. They can rip up that line for a long enough distance to effectually cut off all communication from up-country with Port Arthur, and all the Tsar's railway troops protected by all the Tsar's infantry supported by his field artillery cannot rely the tracks under the fire of the Japanese ships. If the Russians cannot get supplies from the north into Port Arthur, the place must fall sooner or later, for it will be starved into surrender."

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Remove Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.
 Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS,
 17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

NERNST

NERNST ELECTRIC LIGHT.
 BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
 AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
 HONGKONG ELECTRIC CO. OR SIEMSEN & CO.

MARINE COURT.

Thursday, 11th February.

Before Hon. BASIL TAYLOR (Acting Marine Magistrate).

THE RULE OF THE ROAD.
 Cheung Pak Tai, master of the licensed launch *Cheung Lee*, was charged with failing to observe the rule-of-the-road on the 2nd inst. in the waters of the Colony. A Police Sergeant prosecuted and Mr. Paget Hett (solicitor) appeared for the defence.

Fan Ching, master of the Police launch, in giving evidence contradicted himself so often, and showed such lack of seamanship, that the Hon. Basil Taylor said he placed no reliance in his evidence, and told the P. S. to say to the Police Authorities that he did not consider him a fit person to hold a certificate.

After the P. S. had given evidence, and Mr. Paget Hett had spoken for the defence, the Hon. Basil Taylor found defendant in fault, but the plaintiff's launch had also acted wrongly. He imposed the nominal fine of \$5 or ten days' imprisonment.

POLICE COURT.

Thursday, 11th February.

Before Mr. T. SERCOMBE SMITH (Police Magistrate).

EMBEZZLEMENT.
 Charles W. Jenkins, clerk at the Hongkong Hotel, was prosecuted on the charge of embezzling \$438, the property of M. Geo. Guinon, at the Hotel on the 7th inst.

The complainant, called and sworn, stated that he handed the sum of \$438, consisting of local and French paper money, over to defendant in the office of the hotel, for safe custody. The next day he asked for his money, when it was found that the defendant had disappeared. The money was immediately paid by the Hotel, and the whereabouts of the defendant traced. His arrest followed. Defendant admitted taking the money, and said he had spent it all, losing most of it gambling at Swatow. He had only 16 dollars when arrested, but said that was not part of the stolen money. The complainant asked His Worship to deal with the case summarily, as he had to leave the Colony before the Sessions. His Worship sentenced defendant to 6 months' hard labour.

ROGUES AND VAGABONDS.
 Sergeant Kerr prosecuted 18 men for being rogues and vagabonds, and having no visible means of subsistence. They were found in an empty house lauging about and not working, and apparently not attempting to look for work. They were sent to 15 days' imprisonment, with 2 hours in the stocks.

Before Mr. H. H. J. GOMPERTZ (Acting Police Magistrate).

A YOUTHFUL PHYSICIAN.
 Lau Kim, a youth of 15 years, was charged with being in possession of a large quantity of copper coins washed with a solution to make them look like silver. Defendant stated that he was a doctor and turned the coins silver to show how good and valuable his medicine was. This medicine was good for nothing. He was also a hawker of polishing powder, some of which was found in his box with the coins when he was arrested. His Worship said he would remand the case for the purpose of having the "medicine" analysed by the Government analyst. The case was remanded till Saturday, 13th February.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST FEBRUARY.

LEVEL.	1903.	1904.
Tyiam	22 ft. 2 in. 27 ft. 3 in.	22 ft. 2 in. 27 ft. 3 in.
Pokfulam	23 ft. 0 in. 31 ft. 1 in.	23 ft. 0 in. 31 ft. 1 in.
Wongneicheung	34 ft. 0 in. 31 ft. 9 in.	34 ft. 0 in. 31 ft. 9 in.

STORAGE GALLONS.	1903.	1904.
Tyiam	223,520,000	192,463,000
Pokfulam	10,045,000	6,144,000
Wongneicheung	2,368,000	7,352,000

Total 235,933,000 205,959,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JANUARY.

CONSUMPTION ...	1903.	1904.
Estimated population	72,481,000	80,761,000 gallons
Consumption per head per day	217,200	222,100

Intermittent supply in force during the whole of January in both years. Though the quantity in reservoirs is 29 millions less than in 1903, it is 115 millions more than in 1902.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JANUARY.

CONSUMPTION ...	1903.	1904.
Estimated population	13,248,000	14,481,000 gallons
Consumption per head per day	60,000	65,900

The Government Analyst reports that the water is of excellent quality.
 W. CHATHAM,
 Water Authority.

SHIPPING NOTICES.

WEATHER OUTSIDE.

Moderate to strong N.E. monsoon.
 THE "INABA-MARU."
 The Nippon Yusen Kaisha s.s. *Inaba-Maru*, Capt. W. Bainbridge, arrived from London yesterday, having experienced strong N.E. monsoon on the passage up from Singapore. It is unlikely that she will meet any Russians on her trip to Japan, though she passed several before Colombo. She has her funnel red, her name was painted over, and she passed as a Glen Limer until she lifted the Japanese flag. At Port Said the Russian Admiral Wironius inspected her carefully from a small boat.

FLOUR.
 The Portland and Asiatic s.s. *Indrapura* arrived from Portland yesterday with a large quantity of flour.
 The s.s. *Crusader* arrived from Moji yesterday with 6,200 tons of coal for Messrs. Dodwell & Co.

The Dutch s.s. *Tijpenas* arrived from Yokohama yesterday with a quantity of general cargo for Messrs. Holtz & Jacob.

THE S.S. "LEAGAZA."
 The American s.s. *Legazzi* arrived from Manila yesterday. Her local agents are Messrs. Brandas & Co.

THE S.S. "TAIWAN."
 The s.s. *Taiwan* arrived from Kobe, via Kutchinzu, yesterday with general cargo for Messrs. Butterfield and Swire.

THE S.S. "LOONGMOON."
 The s.s. *Loongmoon* arrived from Chinkiang yesterday with general cargo for Messrs. Siemssen & Co.

THE S.S. "PROGRESS."
 The s.s. *Progress* arrived from Tientsin and Hioh yesterday with cargo for Messrs. Siemssen & Co.

STEAMER MOVEMENT.
 The O. & O. steamer *Gaele*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 10th inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
 On the 11th at 11.55a. Barometric changes in Hongkong and the Philippines are unimportant.

THE ROBINSON PIANO Co. (LIMITED.)

JUST RECEIVED.

MAGNIFICENT PIANOS

BY

RACHALS

KRAUSS

STUART

BECHSTEIN

HOPKINSON

HAAKE

EACH THE

BEST IN

ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR ON

CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 20th January, 1904. [3335]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
 SUBSCRIBED CAPITAL... 2,750,000 0 0
 PAID-UP CAPITAL... 887,500 0 0
 II. FIRE FUNDS... 2,867,215 14 10

The undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
 SHEWAN, TOMES & CO., Agents.

Hongkong, 19th June, 1903. [1388]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS at Current Rates.
 HOLLAND-CHINA TRADING CO., Hongkong, 20th November, 1903. [2160]

THE UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.
 The undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
 SIEMSEN & CO., Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
 THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
 REUTER, BRÜCKELMANN & CO., Agents.
 Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE.
 The undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
 DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.
 Hongkong, 17th August, 1887. [119]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
 INCORPORATED 1851.
 Cash Security ... £225,719
 Total Losses Paid ... £26,769,240
 THE undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
 WM. MEYERINK & CO., Hongkong, 15th May, 1903. [194]

NORTHERN ASSURANCE CO. FIRE and LIFE.
 ESTABLISHED 1836.
 THE undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
 Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
 TURNER & CO., Agents.
 Hongkong, 23rd September, 1903. [267]

NEW TERRITORY NOTES.

(FROM A CORRESPONDENT.)

11th February.
 CHINESE OFFICIALDOM.
 Ma Tak-sang, who is a native of Hupeh, has been appointed military mandarin of San On, relieving Chan Leung-kit. The new mandarin is a Mahomedan. Since he has assumed the duties he has had rather a rough time, for robbers have been very active in the countryside. A gang of about 100 men attacked a pawnshop in the market town of Po Huk-hu in the last week of January. This town is about six miles north of the city of Samchun. The robbers intimidated the inhabitants and attempted to force open the doors of the pawnshop. In this they were unsuccessful and they resorted to the use of dynamite and blasted holes in the wall. In the affray one of the pawnshop folk was killed. Property to the value of about \$3,000 was carried away by the robbers. Owing to lack of men—he has got only about 50 braves—the mandarin was unable to follow up the robbers and attack them in their stronghold. He understands that the military strength of the district will be increased. There have been numerous other robberies of late in the neighbourhood of Samchun.

THE STOCKS.
 The first time that the stocks as an instrument of punishment have been introduced to the New Territory was this week. Two men stole some cattle on the Chinese side of the border and sold them in British territory, at the market town of Us Long. Of this offence they were convicted in front of Mr. Sercombe Smith and sentenced to six months imprisonment and six hours exposure in the stocks. An escort of one Indian sergeant and five constables took the miscreants out and saw to the infliction of the punishment ordered by the Magistrate, afterwards bringing them back to Hongkong to undergo their term of incarceration. The capture of the thieves was effected through the instrumentality of the "Autan" detective staff.

EUROPEAN OFFICIALS.
 Mr. C. McI. Messer has taken over the charge of the Land Court at Taipo. Mr. E. D. C. Wolfe is acting in the capacity of Magistrate for the New Territory. Sergeant Clark is leaving Shatin to join the Land Court in the carrying out of work in the Territory.

CUSTOMS.
 Mr. Schluter, the officer in charge of the Frontier Customs, is going on leave soon, and I hear that Mr. Sachan, presently in charge of the Kweilin Customs Station, will take his place.

CROPS.
 Some time ago the Government introduced into the New Territory samples of sugar-cane from the Straits Settlements, with the object of improving the sugar-cane produced locally. These canes were given out to certain farmers so that it might be grown alongside the native plants. In a characteristic Chinese way the agriculturist population did not in any way evince the slightest interest in the efforts being made by the Government for their benefit. Instead of giving the imported cane a chance to grow up and be compared with their own cane they gave no attention to it, and in some cases gave it away. This is the time when the Government had expected to have been able to secure some data as a result of their experiment. I understand that they have got little or none at all after all their trouble. The sugar-cane crop is now all out. Sweet potatoes will be a very poor crop. The recent frost and the absence of rain have combined to injure the plants very seriously.

SAMCHUN RIVER DANGERS.
 Not very long ago there was a serious boating accident on the Samchun River, as a result of which more than half-a-dozen people lost their lives. Unless some change is made in the methods ruling the passenger traffic on the river there are bound to be more accidents. When the river launches go up the river from Hongkong as far as the state of the tide will permit them the passengers are taken off by covered-in boats of the same type that proved such a veritable death-trap on the recent occasion to which I refer. Inside these craft the passengers huddle in numbers far beyond the carrying capacity which they boast. Especially at this season of the year when so many Chinese go up into the country from Hongkong to spend the New Year Holidays, the dangers of the river are more obvious than ever. Not content with completely filling the interior of the boats the Chinese sit on the roofs and when water is put on the craft they wobble about from side to side in a manner that is alarming enough in all conscience to any European passenger who may be on board but which does not seem to trouble the phlegmatic Celestials in the least. I suppose the evil will continue to exist until perhaps some European is drowned through the want of regulation of the traffic and then drastic reforms will be rushed through in the customary way that British authorities have of looking the stable-door after the horse is stolen. The trade of the river is developing so rapidly that a continual police patrol would not be out of place.

GAME.
 There is not much to be had in the way of sport except pigeon-shooting. Of pigeon there is any amount to be got just now, and as a rule they are in excellent condition and very strong on the wing.

THE HONGKONG BAKERY.
 ESTABLISHED 1858.
 Town Depot—41, Des Voeux Road.

BREAD, BISCUITS, CAKES, &c. of best quality supplied to Families, Hotels, Clubs, Ships, &c. on moderate terms.
 DOUGLAS & SON, Proprietors,
 Contractors to H.M. Navy.
 Hongkong, 22nd January, 1904. [396]

HONGKONG AND WHAMPOA DOCK CO., LD.

The following is the report of the board of directors of the Hongkong and Whampoa Dock Co., Ltd., to the ordinary yearly meeting of shareholders, to be held at the offices of the Company, Queen's Buildings, Victoria, Hongkong, on Monday, the 22nd February, at noon.
 The directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December, 1903. The net profit for the six months, after paying interest due and all charges, amounts to \$314,386.34 to which has to be added the balance brought forward from last account 314,293.70

and from this have to be deducted—
 Directors' fees ... \$ 0.000.00
 Auditors' fees ... 750.00
 40,750.00

leaving available for appropriation \$317,940.04
 The directors recommend that a dividend for the half-year of 12 per cent, or \$300,000, and a bonus of 2 per cent, or \$50,000, in all \$350,000, be paid to the shareholders; that \$42,500.35 be paid from the value of Kowloon Docks, and the balance \$25,439.69 be carried to the new account. The fitting and brass shop machinery has been fired up, and a capacious building for storing tools erected. Extensions have been found necessary to the foundry and joiner's shop buildings, and additions to plant in the ship-yard. The new lifting plant, motors, &c., for the electric drive, and the standards for yard lighting, are on the spot. The engines and dynamos are shipped and may be expected shortly.
 The dredger Canton River has again been employed excavating the foreshore in front of Kowloon Dockyard to provide berths for ships under repairs, and is now under charter to Messrs. Butterfield and Swire for work at Canton.

DIRECTORS.
 Messrs. G. H. Medhurst and C. Michelan having left the Colony, Messrs. E. S. Whistler and A. Hume have been invited by the directors to the vacant seats at the Board. Mr. E. W. Tilden has been invited to join the Board. These appointments require to be confirmed by the Shareholders at this meeting.
 In accordance with clauses 78 and 85 of the Articles of Association, Messrs. D. E. Brown and A. Haupt retire by rotation, but being eligible offer themselves for re-election.
 Sir Paul Chater, Kt., C.M.G., has been re-appointed chairman for the year 1904.

ADVISORS.
 The accounts have been audited by Messrs. Thomas Arnold and H. V. Jeffries. The directors recommend Messrs. Arnold and Jeffries for re-election.

The accounts are as follows—
 CAPITAL ACCOUNT.
 July to December, 1903.

31st Dec., 1903. ASSETS. \$ c.

To value of Aberdeen Docks, as per last statement ... 100,000.00

To value of Kowloon Docks, as per last statement ... 1,886,379.39
 Less amount since written off ... 35,379.39

To amount paid on account of removal of hill on the new wharf, Kowloon ... 74.25

To working expenses of dredger Canton River dredging foreshore near wharf and shipping department ... 10,407.46

To amount paid on account of two new houses for European foremen ... 7,057.59

To amount paid on account of new fitting and brass shops ... 54,928.00

To amount paid on account of removing hill at back of new wharf ... 449.00

To amount paid on account of new electric installation ... 3,937.00

To amount paid on account of new hydraulic and compressed air installation ... 2,595.68

To amount paid on account of additional sanitary arrangements for No. 1 dock ... 479.03

To amount paid on account of moulding hop extension of shipyard and boiler shop extension ... 14,329.00

To amount paid on account of sawmill converting shed and boiler shop extension ... 1,077.00

To amount paid on account of new power house ... 30,054.00

To cost of patent plate bending rolls for shipyard ... 22,405.42

To cost of new and used sawmill ... 655.00

To cost of surface condensing plants, engines, dynamos, electric motors, &c., for new power house ... 103,637.23

To cost of new machine tools for engine shop ... 9,366.87

To cost of new machine tools for brass shop ... 8,862.85

2,142,350.35

Liabilities.
 To value of Cosmopolitan Dock, as per last statement ... 392,772.04

Loss amount since written off ... 2,772.04

To value of tugs, dredgers, launches and lighters ... 309,000.00

To sundry debtors ... 270,603.44

To value of material on hand ... 1,617,720.05

THE NEW AFRIKANDER.

All thinkers are agreed that the ultimate destiny of this continent is magnificent. They differ in opinion in respect of its transitory changes, no, its final form. That the Dutch and British elements here will eventually merge into one virile race, strengthened by streams of blood from the most energetic races of other countries, may be confidently predicted; and the Afrikaner of the future should be—may, it is safe to say will be—a grand specimen of the genus than.

The world has seen with admiration, not unmixed with dismay, the marvellous energy evolved by the fusion of races in America. Here, in South Africa, in the years to come, we shall witness the same thing repeated on a vastly larger scale, with the added advantage of the experience of the Americans' guide us, whose errors we hope to avoid while striving to repeat their successes.

At the close of their long and devastating war, the Americans awoke to the grand possibilities of their country, and proceeded to develop them with admirable skill and industry. But even the best of virtues have their darker side, and in their feverish haste to achieve material success the Americans denied themselves time for eating; with the result that they became a nation of dyspeptics, a fact which has cost them untold misery and countless dollars. The evil is better understood and more generally avoided by Americans now, and besides their scientific research has provided an antidote in Mother Seigel's Curative Syrup.

That our people for years past have been subject to the same sort of danger, the experience of Mr. A. Donet, of Clarendon Crescent, Richmond Hill, Port Elizabeth, will prove. Writing on the 19th September, 1903, to Messrs. A. J. White (Colonial) Ltd., corner of Peinco and Diesel Streets, Port Elizabeth, Cape Colony (proprietors in South Africa of Mother Seigel's Curative Syrup), Mr. Donet says: "Twenty-five years ago, when I was a young man, I had a very serious illness. My liver was sluggish, and I suffered from acute indigestion. For days together I was tormented by excruciating pains all over my body, but more particularly in my stomach, shoulders, and back. Sometimes the symptoms would change, and I would almost faint or fall asleep even when walking outdoors. My legs seemed to give way, and I felt that they were too weak to support me. In this way I suffered for many months. Doctor after doctor attended me, but not one of them seemed to know what was the matter, and it is certain that I derived no benefit from the medicines. At last I began to think that I should never get relief in this world, when my father advised me to try Seigel's Syrup. 'It is a safe and certain remedy,' he said, 'and if it does you no good, I don't think it can possibly make you worse than you are.'—I was now desperate, and being anxious to try anything which might do good, I obtained a bottle of the Syrup and began to take it. Its beneficial effect was almost immediately apparent, and after I had taken it for a week I felt considerably better. I continued to take the medicine, and by the time I had finished the second bottle I was quite well. Indigestion, giddiness, drowsiness, and pains had all disappeared, and I could find some pleasure in life again. From that day to this I have been a firm believer in the curative power of Mother Seigel's Syrup, and an careful never to be without a supply of it in my house; for not only is it a sure cure for indigestion, but as a regulator of the system and purifier of the blood it has no equal."

After war, depression, after depression, revival and progress. The outlook for our country is good—worthy of the great race now being evolved.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.
 "DAILY PRESS" OFFICE.
 The only office in China having European taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN
 ACHIE & CO., Established 1859.
 Furniture Dealers, Silver-plated, China Glass and Iron Ware.
 17A, Queen's Road Central.

JEWELLERS
 MAISON LEVY HERMANOS
 Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hanoi.

PHOTOGRAPHER
 U. MUMBY, JAPANESE ARTIST.
 Bromide and Crayon Enlargements and also colouring Photos and Relief Photos.
 Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING
 "DAILY PRESS" OFFICE
 Proofs read by Englishman.

STOREKEEPERS
 F. BLACKHEAD & CO.,
 Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann's Rationing Genuine Composition Red Lead Brand.

BISMARCK & CO.,
 Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
 Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants.
 144, Des Voeux Road.

HIRANO WATER.
 THE QUEEN OF TABLE WATERS.
 PURE, SPARKLING, INVIGORATING
 Bottled in Japan by H. E. REYNOLDS & Co.

BWARE OF JAPANESE IMITATIONS.
 F. BLACKHEAD & CO., AGENTS.
 Hongkong, 31st July, 1903. [449]

RUINANT PERE & FILS, REIMS.
 Established 1719.
 CHAMPAGNE GROWERS AND SHIPPERS.
 Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WUENNER & Co. Sole Agents.
 Hongkong, 18th May, 1903. [150]

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
 HOTEL
 Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT
 Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR
 Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM
 Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.
 Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

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JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
 LONDON BRANCH—34, LIME STREET, E.C.
 HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
 New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chfoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miiko, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
 SOLE PROPRIETORS of the Famous Miiko, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Mannoura, Onoura Otsuji, Sasaharu, Tsukakuro, Yoshinotani, Yoshie, Yunkobara, and other Coals.
 N. INUZUKA, Manager, Hongkong.

IF YOU HAVE ACQUIRED A TASTE FOR EGYPTIAN CIGARETTES

TRY

"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [42]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (acing Duddell Street).

HEAD OFFICE: No. 3, SAKAIWACHI, KOBE.

BRANCH OFFICES: HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong
 CODE USED: A I & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumamoto and Tanoura Coal Mines. Sole Agents for Kawanishi, Komatsugaura, Minami, Ikejiri and Kumagata Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, Manager

[240]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY).
 23rd, 24th, 25th and 27th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WATSON, Ltd., or at the Gate. Price 5s for the Meeting (excluding the Off-Day), or 3s per day. Tickets for the Off-Day, 2s. No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.
 T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 8th February, 1904. [458]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 23rd, 24th, 25th and 27th inst.
 A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst. All Tickets must be produced to gain admission.
 T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 8th February, 1904. [459]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under-Secretary between MONDAY, 15th, and SATURDAY, 20th inst.
 T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 8th February, 1904. [460]

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY. ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
 The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.
 Hongkong, 25th July 1903. [45]

NOV ON SALE.
 A BOOK FOR THE CYCLOTRON.
 "FROM HONGKONG TO CANTON BY THE PEARL RIVER."
 CAPTAIN C. V. LLOYD, Maps and Plans.
 Price ... \$1.90

On Sale at—
 Hongkong: "DAILY PRESS" Office.
 "KELLY & WATSON."
 Messrs. W. BREWER & Co.
 Messrs. A. S. WATSON & Co.
 Canton: 4th October, 1903. [233]

SHIPPING.

ARRIVALS.
Feb. 11, CHUSABUK, British str., 1,435, Brown, Moji 5th Feb., Coal.—DODWELL & CO., LD.
Feb. 11, INABA MARU, Japanese str., 3,837, Wm. Bainbridge, London 3rd Jan., General.—NIPPON YUSEN KAISHA.
Feb. 11, INDRAPURA, British str., 2,530, Horne, Portland 1st Jan. and Moji 6th Feb., Flour and General.—P. & A. S. CO.
Feb. 11, LEGASPI, American str., 985, Yripur, Manila 6th Feb.—DUBEL.
Feb. 11, LOORBOOM, German steamer, 1,245, Schulz, Chinkiang 7th Feb., General.—SIEMSEN & CO.
Feb. 11, LOONGSHAN, British str., 1,092, G. S. Weigall, Manila 5th Feb., General.—JARDINE, MATHESON & CO.
Feb. 11, PRINS VALDEMAR, Danish str., 3,614, Koch, Moji 6th Feb., General.—MELCHERS & CO.
Feb. 11, PROGRESS, German str., 687, Bremer, Tournai 8th Feb. and Hollow 10th, General.—SIEMSEN & CO.
Feb. 11, THIRANAN, Dutch str., 2,679, Zwart, Yokohama 27th Jan. and Amoy 9th Feb., General.—HOLLAND-CHINA TRADING CO.
Feb. 11, THIRANAN, British str., 1,469, C. Lindbergh, Kutchinotia 8th Feb., General.—BUTTERFIELD & SWIRE.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
11th February.
Fausang, British str., for Saigon.
Inaba Maru, Japanese str., for Kobe.
Kobucheng, German str., for Bangkok.
Loongshun, German str., for Canton.
Progress, German str., for Swatow.
Taitan, German str., for Bangkok.

DEPARTURES.

11th February.
ANDALUSIA, German str., for Yokohama.
HAMBURG, German str., for Shanghai.
HONGKONG, British str., for Yokohama.
HONGKONG, British str., for Swatow.
HONGKONG, French str., for Pakhoi.
PILKA, British str., for Manila.
THU YEN, French str., for Saigon.
UNDINE, Norwegian str., for Kobe.
TAISHUN, Chinese str., for Canton.
WAISHING, British str., for Canton.

VESSELS IN DOCK.

11th February.
ABERDEEN DOCK.—M. Struve, Kowloon DOCK.—H.I.G.M.S. Moore, Taitan, H.M.S. Glory, Ellen Richman, Sangking, Lydia, Lin Yan, Hwa, Kaifong, Yuenan, Tak Hing, Karin, H.M.S. Thetis, H.M.S. Vestal, Legipi.
COSMOPOLITAN DOCK.—Triton, Borneo.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERMANENT GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Debito, will be despatched as above TO MORROW, the 13th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 8th February, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERMANENT GULF, CONTINENTAL, AMERICAN and SOUTH AMERICAN PORTS.

THE Steamship
"MALTA,"
Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this Office for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 3rd February, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above ports on MONDAY, the 15th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 8th February, 1904.

HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at 2 P.M. and Sundays at 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Dinner Ticket including Hotel and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	PIAO	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, AMSTERDAM & ANTWERP, &c.	PALESTINE	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
LONDON & ANTWERP	MOYNE	Brit. str.		BUTTERFIELD & SWIRE	1st March
LONDON & ANTWERP	GAUCUS	Brit. str.		BUTTERFIELD & SWIRE	15th March
MARSEILLES &c. VIA PORTS OF CALL	PAR LING	Brit. str.		BUTTERFIELD & SWIRE	28th March
BREMEN, VIA PORTS OF CALL	GERA	Ger. str.	Solier	MESSEGERIES MARITIMES	23rd inst., at 1 P.M.
HAVRE, COPENHAGEN & BALIC PORTS	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	17th inst., at Noon.
HAVRE & HAMBURG	C. FEUD. LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	About 10th inst.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	2nd March
HAVRE & HAMBURG	BATAVIA	Ger. str.	Dampwolf	HAMBURG-AMERIKA LINIE	22nd March
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	5th April
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	19th April
GENOA, MARSEILLES & LIVERPOOL	SUEVIA	Ger. str.	Borok	BUTTERFIELD & SWIRE	21st inst.
TRIESTE, &c. VIA SINGAPORE, &c.	AFAX	Brit. str.	Damianovich	SANDER, WIELER & CO.	20th March
NEW YORK, VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.		DODWELL & CO., LD.	About 1st Mar.
YANCOUVER, VIA SHANGHAI, &c.	TAKAO	Brit. str.		CANADIAN PACIFIC R. CO.	24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	E. OF JAPAN	Brit. str.	A. Dixon	DODWELL & CO., LIMITED	9th March
VICTORIA (B.C.) & SKEATLE VIA N'AKI, &c.	OLYMPIA	Brit. str.		BUTTERFIELD & SWIRE	To-morrow
PORTLAND, OREGON	INDRAPURA	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	To-morrow
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Holmes	BUTTERFIELD & SWIRE	To-morrow, D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	JAVA	Brit. str.	S. Barham	P. & O. S. N. Co.	14th inst., at Noon.
SHANGHAI	HALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	About 14th inst.
FOOCHOW	THALES	Brit. str.	Robson	OSAKA SHOSHEN KAISHA	18th inst.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	15th inst., 11 A.M.
TAMSU, VIA SWATOW & AMOY	M. SURVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	16th inst., 10 A.M.
TAKAO (DIRECT)	PROMETHEUS	Jap. str.	Lambertson	OSAKA SHOSHEN KAISHA	18th inst., 10 A.M.
AMPOING (DIRECT)	LYDIA	Jap. str.	Girardet	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
MANILA DIRECT	TRITON	Jap. str.	H. Krafft	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
MANILA DIRECT	ZAFIRO	Jap. str.	R. Rodger	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	About 1st Mar.
BOMBAY, VIA SINGAPORE & PENANG	TREMENT	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	To-morrow, Noon.
SINGAPORE, PENANG & CALCUTTA	CAPRI	Ital. str.	Belaito	CARLOWITZ & CO.	To-morrow, Noon.
	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	15th inst., at 3 P.M.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
Captain Helm, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly-qualified surgeon are carried.
To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 2nd February, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, BANGKOK, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"GISELA,"
Captain Dominovich, will be despatched as above on TUESDAY, the 23rd February, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 26th January, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"MACDUFF" ... 1st Mar.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 29th January, 1904.

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodious Steamer "PAUL BEAU" will run to Canton from the 4th instant, taking passengers and cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUN."
These two magnificent and up-to-date steamers lighted with electricity will leave the Company's Wharf at foot of Queen's Street, Prince's Wharf, Hongkong nightly for Canton at 9 P.M. (except Saturdays).
Canton nightly to Hongkong at 5 P.M. (except Sundays).
The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese80
Deck30
For further particulars apply to
M. LANDOLT, Agent.
The Pharmacy, Queen's Road, Central.
Hongkong, 6th February, 1904.

FOR CANTON.
THE now and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central.
Hongkong, 30th June, 1903.

THE now and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
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Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central.
Hongkong, 30th June, 1903.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON-TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OLYMPIA	2,837	A. Dixon	Saturday, February 13th
SHAWMUT	9,606	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Ridley	Friday, February 26th
VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
TREMENT	9,606	T. W. Garlick	Friday, March 25th
OLYMPIA	2,837	A. Dixon	Wednesday, April 27th

* Not carrying second class passengers.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMENT, 9,606 tons. T. W. Garlick. About 1st March.
S.S. SHAWMUT, 9,606 tons. W. M. Smith. About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMENT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 26th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRAPURA" 4,899 A. E. Hollingsworth February 13, 1904
"INDRASAMHA" 5,197 W. E. Craven March 15, 1904
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 12th January, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
FOR LONDON, &c. MALTA C. L. Daniel Noon, 13th February See Special Advertisement.
SHANGHAI BALLAARAT C. R. Longden About 14th February Freight and Passage.
LONDON, AMSTERDAM and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALAKKES. PALESTINE E. G. Andrews About 17th February Freight only.

YOKOHAMA, VIA SHANGHAI, MOJI AND KOBÉ. J. S. Barham About 23rd February Freight and Passage.
(Passing through the Inland Sea)
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 9th February, 1904.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
STEAMSHIP TONS CAPTAIN FOR SAILING DATE
ZAFIRO 2540 R. Rodger Manila direct Sat. 13th Feb. 10 A.M.
RUBI 2540 R. W. Almond Manila direct Sat. 20th Feb. 10 A.M.
PERLA 1880 A. H. Nottley

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 10th February, 1904.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

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CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "TANTAR" 4,425 Tons. WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 3rd Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 20th April.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.
Hongkong to London, 1st Class ... via St. Lawrence 20v via New York 20z
Intermediate on Steamers ... 240. " " 24z.
" " and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	TUESDAY, 16th February, at 10 A.M.
TAMSU, VIA SWATOW AND AMOY	"M. STRUYE"	THURSDAY, 18th February, at 10 A.M.
TAMSU (DIRECT)	T. BRANDT	THURSDAY, 18th February, at 10 A.M.
TAKAO (DIRECT)	"PROMETHEUS"	THURSDAY, 18th February, at 10 A.M.
ANPING (DIRECT)	LENSBRIGGEN	THURSDAY, 18th February, at 10 A.M.
	"LYDIA"	SATURDAY, 13th February, at daylight.
	GIRSENBREAU	SATURDAY, 13th February, at daylight.
	"TRITON"	SATURDAY, 13th February, at daylight.
	H. KRAFFT	February, at 10 A.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 12th February, 1904.
T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
C. FERD. LAEISZ	HAVRE and HAMBURG	On 20th Feb. Freight.
SITHONIA	(Calling at Singapore and Penang)	On 2nd Mar. Freight.
BATAVIA	HAVRE and HAMBURG	On 6th Mar. Freight & Passengers.
Capt. Dampwolf	(Calling at Singapore and Colombo)	On 22nd Mar. Freight.
SAMBIA	HAVRE and HAMBURG	On 22nd Mar. Freight.
Capt. Luning	(Calling at Singapore and Penang)	On 5th April. Freight.
ABESSINIA	HAVRE and HAMBURG	On 5th April. Freight.
Capt. Filler	(Calling at Singapore and Colombo)	On 19th April. Freight.
SUEVIA	HAVRE and HAMBURG	On 19th April. Freight.
Capt. Borok	(Calling at Singapore and Penang)	On 19th April. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 2nd March
BOON	WEDNESDAY 16th March
PREUSSEN	WEDNESDAY 30

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND HUMANTRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 27th February.
GLASGOW and LIVERPOOL	"MELEAUS"	On 4th March.
GLASGOW and LIVERPOOL	"RHIPRUS"	On 11th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 25th March.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA.	"AGAMEMNON"	On 24th February.

The s.s. "PAK LING" left Singapore on the 8th inst., at daylight, and is due here on the 13th inst.
The s.s. "TIDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.
The s.s. "PELEUS" left Victoria B.C. on the 30th ult., for this port via Japan.

For Freight, apply to—
BUTTERFIELD & SWIRE.
AGENTS.
Hongkong, 11th February, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	On 13th Feb., 8 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 12th February, 1904. [12]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.
NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SOYET, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO.

PORTS OF BRAZIL AND RIVER PLATE. ON TUESDAY, the 23rd February, 1904, at 1 p.m., the Company's Steamship "YARRA," Captain Sellar, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLE via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 22nd February. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 12th February, 1904. [12]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

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GENUINE NATURAL MINERAL WATER
SPRING OF THE FRENCH GOVERNMENT

HOPITAL Diseases of the Stomach
GRANDE-GRILLE Liver complaints
CELESTINS Gout, Gravel, Diabetes

VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters

COMPRIMES VICHY-ETAT
Allowing one to keep the water at home.

BEWARE OF FORGERY

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE C. P. LINE, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the C. P. Line, or the Crew (in the following Vessels) during their stay in Hongkong Harbour:
LYONNAIS Italian bark, Schifano—Carlowitz & Co.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BAMBERG,"
Captain Mittele, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 10th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 10th February, 1904. [504]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"SEYDLITZ,"
OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 a.m.

All Claims must reach us before the 17th February, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 5th February, 1904. [5]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA,"
Captain G. Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 8th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 15th February, 1904. [469]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to rent.

CARLOWITZ & CO., Agents, Hongkong, 8th February, 1904. [4]

STEAMSHIP "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. Douro and Sidos, from Havre ex.s.s. Simon, Bordeaux ex.s.s. Fide de Marseille, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m., To-day, the 9th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 17th February, at 3 p.m., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th February, or they will not be recognised. All damaged packages will be examined on Wednesday, the 17th February, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 8th February, 1904. [2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents, Hongkong, 8th February, 1904. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, 6th January, 1903. [454]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 11th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LD., Agents, Hongkong, 9th February, 1904. [481]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. & B.C. Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 323 feet.
Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 264

DOCK No. 2 (at MUKAJIMA).
Extreme Length ... 371 feet
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 53
Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUKE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements and are capable of executing any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 112 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1677

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The Young American Cigars.

The very thing for smokers of discrimination! A delicate and exquisite flavour, which has charmed everyone who has smoked them.

Give them a trial.

3120-1

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, Hongkong.

Albion, battleship, 12,950 tons, 18 guns, Capt. Fremantle, Mira Bay.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Singapore.

Amphitrite, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Singapore.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. C. O. M. Makins, Hongkong.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 10,500 tons, Capt. Fagan, Mira Bay.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Hongkong.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, Singapore.

Esperance, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Newchwang.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. Assor, at Hongkong.

Fearless, cruiser, 443 tons, 12 guns, Comdr. Vaughan Lewis, Hongkong.

Glory, battleship, 12,350 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Hongkong.

Hurdy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Humbert, storeship, 1,640 tons, Comdr. John D. Dalrymple, Hongkong.

Janus, torpedo-boat destroyer, 230 tons, 6 guns, 3,900 h.p., in reserve.

Kinsara, river gunboat, 331 tons, Lieut. Comdr. Christopher P. Motait, on Yangtze.

Leristhan, cruiser, 11,100 tons, Capt. Ho, W. G. Stopford, Mira Bay.

Moorehen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, West River.

Ocean, battleship, 12,350 tons, 16 guns, 13,500 h.p., Captain E. F. O. Fox, J.M.G., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai.

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Hongkong.

Rincido, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. C. W. J. Howard, Hongkong.

Rosario, sloop, 930 tons, 6 guns, 11,400 h.p., Comdr. Thos. Jack-on Yangtze.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Shanghai.

Suipre, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.

Sparrowhawk, torpedo-boat destroyer, 360 h.p., Lieut. Comdr. Colington, Hongkong.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,000 tons, Capt. Lewis Bayley, Weihaiwei.

Tamar, receiving ship, 4,600 tons, 6 guns, Rear-Admiral Robinson, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. F. R. Dugmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Hongkong.

Twined, gunboat, 362 tons, 3 guns, 200 h.p., on Yangtze.

Vengeance, battleship, 12,950 tons, 12 guns, 13,500 h.p., Capt. L. C. Stuart, C.M.G., Mira Bay.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Hongkong.

Virago, torpedo-boat destroyer, 361 tons, Lieut. Comdr. J. A. Gregory, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. E. C. Hardy, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. Wells, Hongkong.

Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE AND GRANITE MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Quotes & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. [351]

VISITORS AT HOTELS.

HONGKONG HOTEL.

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